A
Short View,
OF THE
Act of Navigation.

In Reference

I. *To Laws which ſtand Unrepealed.*
II. *To the Trades for Maſts, Raff, Boards, Foreign Oak, Timber, Pitch and Tarr.*
III. *To the Trades for Rough, Hemp and Flax.*
IV. *To the Fiſhing Trades upon the Coaſts of* England *and* Scotland, *and to* Greenland, Iſeland, *and* Weſtmony.
V. *To the ſafety of the Nation againſt Foreign Powers.*

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THE PREFACE.

I Am a Lover of Mathematical Learning, because the Queſtion of every Rational Propoſition (which was not known) is demonſtrated by Premiſes which were fore-known. So Plato, *in his Dialogues, did Premiſe his Principles, before, by an heavy and dull Method of Reaſoning, he did arrive at his Concluſion. Whereas, inſtead of premiſing Principles, the Act of* Navigation, *ſets the Cart before the Horſe; for* Navigation *is but an Inſtrument, or Mean, by which Trade is managed by Water, and ſo Trade is a Principle to it. And God hath made the Humane Inhabitants of this Habitable Globe*

to ſubſiſt in Society and Commerce. And ſo as no Country but ſtands in need to be ſupplied with the Commodities of another; which that it may, God has ſo framed this our Globe that all the Habitable Parts of it, which cannot be ſupplied by Land, may be ſupplied by Water with ſuch things as they want. So that Trade being a Principle to Navigation, *as Trade ſhall be encreaſed, ſo may* Navigation *be infinitely encreaſed in Proportion to it: But the Act beginning at* Navigation, *reſtraining the Foreign Trade of the Nation to* Engliſh-*Built Ships, and Sailed by* $\frac{3}{4}$ Engliſh; *and the Natives of Countreys, to whom they Trade, whether they have Ships or not, it will be impoſſible to encreaſe the Foreign Trades of the Nation beyond this* Navigation.

A Short View, OF THE Act of Navigation.

CHAP. I.

How the Act of Navigation *ſtands in Reference to other Laws Unrepealed.*

HEretofore our Anceſtors, in Enacting New Laws, did uſually give them no longer Life, than to continue till the end of the next Seſſion of Parliament; ſo that if any Inconvenience or Miſchief ſhould ariſe, not fore-ſeen by them, the Laws might then expire; but I think before this Act, it never or but rarely happened, that they left Laws in Contradiction and Repug-

nancy to one another; ſo that the Subject in obeying this, diſobeyed that.

The Act of 1 *Eliz.* Cap. 13. which is Unrepealed, taking notice of the Diſſentions, which did ariſe, between the Kings of *England*, and other Foreign Princes, by the 5 *Rich.* 2 *Cap.* 3. and the 4 of *Henry* 7. Cap. 10. by reſtraining the Export and Import of Merchandiſe to *Engliſh*-built Ships, and Sailed by more part *Engliſh* Marriners; did repeal the ſaid Laws, and give Liberty to the *Engliſh*, in all times, to Import Maſts, Ruff, (I think Raff or Spars) Pitch, Tarr, and Corn, in any Veſſels without paying Strangers Duties: And alſo, all other Commodities, in time of War, and when there was reſtraint of Ships: But in time of Peace, and when no reſtraint of Ships was, if the *Engliſh* Imported any other Commodities than Maſts, Raff, Pitch, Tarr, and Corn, they ſhould pay Strangers Duties.

But the Act of *Navigation*, without Repealing this Act, or any Conſideration of War, or Reſtraint of Ships, makes it Confiſcation of Ships, Goods, Guns, Tackle, and Ammunition to Import, theſe or any of them unleſs in *Engliſh*-built Ships, and Sailed by *Engliſh*, whether we have *Engliſh*-built Ships; and now we are in War with *France*, have Marriners or not, and yet how much we may want theſe, in Caſe this War continues with *France*, I think but few Men are Apprehenſive. But ſuppoſe we were

were at War with *France*, and the King of *Denmark*, (from whoſe Subjects we generally have Maſts, Raff, Pitch and Tarr) as I remember we were not long ſince, in what a Caſe would the Nation be, by this Act?

The laſt Summer 30 *Engliſh*-built Ships Sailed by ¾ *Engliſh*, Traded with the *Venetians*, in the Gulph of *Venice*, and there being a Plague in *Dalmatia* or *Albania*, the *Venetians* put their *Quarentine* upon them; but in the mean time, by their Bomb-boats, let the Mariners buy their Wines, and freſh Victuals, till they had run more in debt than their pay came to; & the Captains and Maſters of the Veſſels could not pay more than the Mariners Wages; ſo that when the *Quarentine* was out, then Mariners were Arreſted, for their Debts, and then Preſſed by the *Venetians* to ſerve againſt the *Turks*: ſo as the Maſters of the Veſſels were forced to hire ſuch Sea-men as they could get to Sail their Ships into *England*; one of them, by ſtreſs of Weather, is come to *London*, before the reſt, and ſeized as forfeited, Goods, Guns, Tackle, and Ammunition; for not being Sailed by ¾ *Engliſh*; and the Oyls, and other Commodities, in a Leaky and Periſhable Condition, yet the Maſter is not permitted to put them in tite Casks; hereupon, the Maſter made his complaint to the Lords of the Admiralty, and the King and Council; (I'm told) without any relief, what will become of the other 29, God knows! nor have they any reaſon to ex-

pect

pect a better Fate, if they ever arrive at any Port of *England*, *Wales*, *Guernesey*, *Jersey*, and Town of *Berwick* upon *Twede*.

The Act of the 35 *Eliz.* Cap. 11. which yet stands Unrepealed, taking notice of the great decay of our *English* Timber (I'm sure its much more now) and that great quantities of it were consumed by being converted into Clapboards, does Ordain, That for every Six Tuns of Beer, &c. shall be Exported, by the *English*, they shall Import Two Hundred Clapboard of such sizes fit to make Casks: Or if any Foreigner shall Export any Fish out of *England*, (the Act of *Navigation* hath taken Care none shall now be Exported by them) shall for every Six Tuns of Fish so Exported, Import Two Hundred Clapboard fit to make Casks, upon penalty of Confiscation of such Beer and Fish.

Whereas, by the Act of *Navigation*, if any *English*-men, tho in *English*-built Ships, and Sailed by ¾ *English*, shall Export Beer to *Holland*, *Hamburg*, *Dantzick*, or other Places, where Clapboard is not of the Growth and Manufacture of those Places, and Import Two Hundred Clapboard; the Ships, Goods, Guns, Tackle, Apparel and Ammunition are forfeited: So if a Foreigner Exports Fish, and does not Import Two Hundred Clapboard for every Six Tuns of Fish, the Fish is forfeited by the Act of 35 *Eliz.* and if he Imports them, if they be not of the

the Growth and Manufacture of the place, the Ship, Goods, Guns, *&c.* are forfeited by the Act of *Navigation.*

The Act 16 *Car.* 1. Cap. 21. yet Unrepealed, taking notice of the manifold Miſchiefs which had happened, by reaſon Gun-powder had been Prohibited contrary to Law; gives Liberty to all Strangers, as well as Natives to Import it; and makes it a premunire in any to inhibit the importation of Gun-Powder, Salt-Petre, or Brimſtone.

Suppoſe we ſhould loſe the *Eaſt-India* Trade (as by the Act of *Navigation*, and Management of the Now *Eaſt-India* Company, we are like to do) and now tho we be in War with *France*, ſo as the ſafety of the Nation depends upon it; yet if we ſhould Import Salt-Petre out of *Holland*, tho in *Engliſh*-built Ships, and Sailed by $\frac{3}{4}$ *Engliſh*; or if the *Dutch* in this Neceſſity ſhould do it; yet the Ships, Goods, Guns, Tackle, Apparel and Ammunition are forfeit by the Act of *Navigation*; and yet by this Law it is a premunire in him that ſeizes, and thoſe who ſet him on work.

But *I* am told, if Laws be made in Contradiction, the latter Repeals the former, and that this is Sir *Edward Cokes* Opinion; for my part, I confeſs, I am not a profeſſed Lawyer, and account it one of the greateſt Misfortunes of my Life, that in my Youth, I did not Study

the Laws, but this was not wholly my fault, but my Parents fears leaſt I ſhould have the Covenant and Engagement, in the late times, impoſed upon me; and I'm ſure no Man hath more reaſon to revere the Memory of Sir *Edw. Coke*, or Aſcribe more to his Authority than I; yet methinks its ſtrange That the King cannot Pardon Murder or Treaſon, by Implication or Conſtruction, but by Expreſs Words; and it was Sir *Walter Rawleigh*'s Caſe; and yet that Acts of Parliament (which are the higheſt Authority of this Nation) ſhould be Pardoned or Repealed by Implication or Conſtruction, if the Judges in *Weſtminſter-Hall*, or any other for ought *I* know, ſhall be of Opinion that one Law is contrary to another: But admit one good Law, by Implication, ſhould repeal another, which is found Miſchievous to the Nation; yet this Reaſon does not hold That this lean hungry Law ſhould, by Conſtruction, devour ſo many good and wholſome Laws, which the Prudence and Wiſdom of our Anceſtors, ordained for the ſafety and welfare of the Nation; I'm ſure it does not conduce to the Honour of the Nation, that our Laws ſhould ſtand in Repugnancy and Contradiction to one another.

CHAP.

CHAP. II.

How the Act of Navigation *ſtands, in Reference to the Trades for Maſts, Raff, Deal-boards, Pitch, Tarr, and Foreign Oaken Timber.*

EVery Art and Science is a Myſtery to all other Men who are not underſtanding and converſant in them; and Art is long, and Life is ſhort; and every Art may be infinitely improved by ſubſequent Generations, as well as in the preſent time. But no Art or Science is acquired by Jumps, Fate, *Inſpiration*, or Chance; but by Education, Learning, Reaſoning, Converſation and Experience. And every Artiſt knows better how to order and diſpoſe his Buſineſs, than all other Men, who are *Ignorant* in it. And ſure no Man who underſtands any Buſineſs, but will take it for an Affront to be impoſed upon by another who is ignorant in it; and reſtrained to uſe ſuch means, in his Buſineſs, as this other ſhall Preſcribe. And as Arts, in different things, are infinitely different; ſo the right ordering of different Trades may be as different. *Is* it not very Comical then that the Rump Parliament in 1652. who were few or none bred up in any Trades, or Merchandiſe, ſhould preſcribe, and ſet one manner of

Navigation to all the different Foreign Trades of *England*, and reſtrain it to *Engliſh*-built-Ships, and Sailed by ¾ *Engliſh*; If herein they were wiſe it was by *Inſpiration*, and now lets ſee what followed in theſe Trades.

It ſeems to me, that the *Engliſh* Nation have been Traders to *Norway*, time out of Mind, at leaſt in *Canutus*'s Reign, and ever ſince: For *I* do not underſtand from whence, elſe-where, we ſhould have Maſts, Pitch and Tar, in all Times, neceſſary for the Navigation of the Nation, and the Navies Royal of the Kings of *England*; whereby, for ſo many Ages, they have maintained the Sovereignty of this *Britiſh* Seas, till it was diſputed by the *Dutch*, with the late Rump Parliament, and laſt Year by the *French* King, and we will begin with the Title of the Act.

The Title of the Act, is an Act for Encouragement and Encreaſe of *Engliſh* Ships and Navigation; but if we never built one Ship, for the Trades to *Norway*, for Maſts, Raff, Deale-board, Oaken-Timber, Pitch and Tar, ſince the Act of *Navigation*, as we have not, nor (*I* believe) bred up Twenty Marriners in theſe Trades; the Succeſs hath not anſwered the Title of the Act, by the encreaſe of *Engliſh* Ships and Marriners.

Before the Rump Parliament contrived this Act, the *Engliſh* by the Act 1 *Eliz.* Cap. 13. might import Maſts, Raff, Pitch and Tarr, in any Veſſels, without paying Stran-

Strangers Duties; and then the *Engliſh* imported theſe in *Dutch* Veſſels, ſo cheap, that the *Norwegians* could Trade with us but in Six ſmall Veſſels, of not above 120 Tuns, one with another; this was proved before a Committee of the Commons, by Mr. *Lee*, and Mr. *Smith*, *Norway* Merchants, in or about the Year 1667. theſe are ſince dead; but (I believe) my very good Friend *Mr. John Hammond*, who is yet alive, knows this to be true. Sir *William Warren*, and Sir *Peter Rich*, *Norway* Traders, then oppoſed us in our Deſign, which was after the burning of the City of *London*, to have repealed the Act of *Navigation*, in Reference to the *Norway* Trade; but I verily believe they know this to be true, and *I* am not acquainted with any other *Norway* Traders.

After the Rump Parliament 1652. had contrived the Act of *Navigation*, the Trade to *Norway* was reduced to the *Engliſh*, in *Engliſh*-built Ships, and Sailed by $\frac{3}{4}$ *Engliſh*; and the *Norwegeans*, who were to pay Strangers Duties: Here conſider (which was more than the Rump Parliament did when they made this Act, and done in ſpight to the *Dutch*) that our *Engliſh* Oaken Timber is tougher and heavier than Foreign Oak, and will ſink in Water, when as Foreign will ſwim, and being ſo, its ſawn into Planks, and hewed into Ribbs, Beams and Knees, with more labour and difficulty than Foreign, and ſo more Chargeable in building Ships than Foreign; and when

built they draw more Water than Foreign Ships of like Demenſions; ſo that theſe Ships are leſs ſubject to run aground than the *Engliſh*, and can Trade in Harbours where the *Engliſh* cannot; and the *Engliſh*-built Ships being heavier, require ſo much more Sails, Cables, Ropes and Anchors in fitting them up; and by conſequence, ſo many more Hands in Navigating them; at a moderate eſtimate, we ſuppoſe an *Engliſh*-built Ship, of like Dimenſions, which ſhall coſt 1500 *l.* the *Dutch* and *Norwegians* can build of 1000 *l.* and theſe Ships thus built, the Foreign ſhall be navigated by $\frac{1}{3}$ leſs hands: Add to theſe, the *Engliſh* (who never built one Ship for theſe Trades) Trade to *Norway* in *New-Caſtle* Ships generally, which are ill contrived for this Trade; ſo that a *Norway* Veſſel, built for this Trade, of like Dimenſions, will carry $\frac{1}{6}$ more Maſts, Boards and Raff, than an *Engliſh*; ſo that it may (I think) by a reaſonable eſtimate, be computed, the *Norwegians* (in their Veſſels) can import theſe by $\frac{1}{4}$ leſs than the *Engliſh*.

The *Norwegians*, who had ſo fair a Game put into their Hands, you muſt think would not looſe it in playing their Cards; and firſt they raiſed the prizes of Maſts, Raff, Deal, and Oaken-Timber, Boards, Pitch, and Tar, ſo high, as our dear, and ill built Ships, for theſe Trades, and Sailed by $\frac{1}{3}$ more Hands, and Out-ward bound only with Ballaſt, and paying ready Money, could

could import them into *England*; and deſigning the Navigation, as well as Trade, in leſs than Two Years time increaſed their Navigation, from Six leſſer Ships, to Fifty Six greater Ships more, and theſe of double the bigneſs of the former: The *Engliſh Norway* Traders repreſented this to *Oliver*, who diſpenſed with this Act, and gave the *Engliſh* leave to Trade in Foreign Bottoms; and in leſs than Two Years Time, the *Engliſh* imported Maſts, Raff, Boards, Pitch and Tar, ſo cheap, that the *Norwegians* were forced to ſell their Veſſels for want of Imployment; this was proved by Mr. *Smith*, and *Lee*; and I believe Sir *William Warren*, Sir *Peter Rich*, and Mr. *John Hammond*, know this to be true.

Upon King *Charles* Reſtauration, the Parliament made the Act of Navigation; and for prevented Frauds in Cuſtoms, more ſtrict than the Rump had done; and (as *I* remember) the *Norwegians* had again increaſed their Navigation to 60 great Veſſels (the *Cuſtom-Book* can tell how many, and how bigg) when we indeavoured in 1667. to have had the Trade to *Norway* free.

It is now above 30 years ſince King *Charles* Reſtauration, and ſuppoſe (that during this time) the *Norwegians* have traded in Sixty Veſſels, the *Engliſh* in Twelve (the Cuſtome-Books can tell how many) and that each Veſſel of the *Engliſh* carry Ten Marriners, and this for Four Months in the Summer, and this imployment, all the while,

while, might have been as well to *New-Caſtle*, as *Norway*; and that the *Engliſh* are herein at a Foreign Expence 300 Thouſand pound, *per Annum*; and that herein the *Engliſh* pay ¼ more than needs, becauſe the Act of *Navigation* will have it ſo; this will amount to 75000 *l. per Annum*; ſo that this, in theſe laſt 30 Years, hath amounted to 2250000, or Two Millions, Two Hundred and Fifty Thouſand Pounds, Foreign Expence, more than need.

So, *I* leave it to all Mankind to judge, whether it be the Intereſt of the Nation to continue this *Norway* Trade, in theſe Twelve *Engliſh* Ships, which might be as well imployed in the *New-Caſtle* Trade, and be at Seventy Five Thouſand Pound, *per Annum*, Foreign Expence, to have it ſo; or let the Trade be Free, and imploy theſe in the *New-Caſtle* Trade: Nor does the Miſchief of the Act of *Navigation* end here; for the dearneſs of Maſts, Raff, Boards, Pitch and Tar, will have an Influence upon all the *Navigation* of *England*, wherein they are uſed; ſo as one of theſe Conſequences will neceſſary follow, either the People which labour, in any Trade, muſt take ſo much more pains to anſwer the dearneſs of this *Navigation*; or if their labours will not come up to it, then we we not only loſe the Foreign Trade, of theſe Commodities, but the *Navigation*, and give them to other Nations who are not liable to ſuch dearneſs in building Ships.

CHAP.

CHAP. III.

How the Act of Navigation ſtands in Reference to the Trades for Rough Hemp and Flax.

SHips are built with Timber, and fitted up by Cordage and Sails, whoſe Principles are Rough Hemp and Flax, Pitch and Tarr, are common in both. Here conſider (which the Rump did not when they contrived the Act of Navigation) that the Trade for Rough Hemp and Flax, ſtands upon a very different Foot, from that of *Norway*; for the Act of Navigation, Intituled, The *Norwegians* to the Navigation as well as Trade; Whereas the Inhabitants of *Liefland* and *Pruſſia*, from whence we have Rough Hemp and Flax, do not Trade with us by Navigation, in any Ships that I know of.

The Act of Navigation obliges the *Engliſh* to Trade for Rough Hemp and Flax in *Engliſh*-built-Ships, and Sailed by ¾ *Engliſh*; and (as I have been informed) we uſually Trade to *Leifland* and *Pruſſia*, about 4 Months in the Year, in 9 or 10 of theſe Ships which might have been as well imployed in the *New-Caſtle* Trade, but never built one convenient for them ſince the Act of Navigation; ſo that our Trades for Hemp and Flax are managed in Ships as dear and inconvenient as thoſe to *Norway*, and ſo the Ef-

fects hereof is more Miſchievious to the *Engliſh* Nation, than that of the Trades to *Norway*.

For the *Dutch* Trade to *Liefland* and *Pruſſia* in Ships $\frac{1}{3}$ cheaper, and Sailed by $\frac{1}{3}$ fewer Hands; they drive a profitable Trade, outward bound; we with Ballaſt, and ready Money, or Bills of Exchange from *Hamburg*; ſo that, beſides the Foreign Expence, the *Dutch* Import Hemp and Flax at $\frac{1}{3}$ (I think, by a reaſonable eſtimate) leſs than the *Engliſh*; and when theſe are wrought into the Manufactures of Cordage, Sails and Nets, theſe being a Manufacture of *Holland*, the *Engliſh* and *Dutch* too, by the Act of *Navigation*, may Import them into *England*; ſo that it will be impoſſible to imploy our Natives in making Cordage and Sails (the King may do what he pleaſes in his Navy Royal) for the Navigation of the Nation, and for Nets in the little Fiſhing Trades which are left, ſo as to Subſiſt by their Labours: So as by another Foreign expence the Nation generally are forced to buy their Cordage, Nets and Sails of the *Dutch* and *French*, and loſe, it may be, the imployment of more then one Hundred Thouſand People, Men, Women and Children, in working theſe, if the Principles were as cheap Imported into *England* as *Holland*.

Suppoſe now we did not imploy theſe Ten Ships, for Three Months in the Year to *Leifland* and *Pruſſia*, in the *New-Caſtle* Trade: and that the Nation is at a Foreign

reign Expence of 400000 *l. per Ann.* in buying Cordage, Sails and Nets (the eſtimate may be computed by the Cuſtom-Book, and the Parliament are now Sitting, and have a publick Truſt upon them) which in Thirty Years, ſince K. *Charles*'s Reſtauration, amounts to Twelve Millions Foreign Expence; whether it be better to continue theſe 10 ſhips in their imployment to *Leifland* and *Pruſſia*, or imploying 100000 of our Natives and ſaving the foreign Expence of 400000 *per Annum*, by making the importation of Rough, Hemp, and Flax free.

But tho' *Oliver* had the wit to diſpence with the Act of Navigation, in reference to the *Norway* Trade, yet he did not in this Trade for Rough Hemp and Flax, ſo that the influence of the Act of Navigation had upon theſe Trades continued from 1652, to King *Charles* his Reſtauration which was 8 years, which at 400000 *l. per Annum*, will amount to three Millions and two Hundred Thouſand pounds more, and this a Foreign Expence; which added to the twelve Millions ſince King *Charles* his Reſtauration, amount to (If I compute Right, which 'tis Ten Millions to One Penny, I do not; yet this Computation may be under as well as over; and this the Parliament may ſee by the Cuſtom-books) to 15 Millions, and Two Hundred Thouſand pounds; ſo as I think the *Dutch* are quits with the Rump Parliament for making the Act of Navigation, in ſpite to them.

But all Humane Proſpect is ſhort-ſighted in fore-ſeeing half the chain of Miſchievous Conſequences which this Act hath brought upon this Nation; for the *Dutch*, as wiſe as the *Norwegians*, finding the Advantages, they had by this Act, raiſed the Prizes of Cordage, Sails and Nets; yet ſo that they were cheaper than the *Engliſh* could work them. I remember I was part owner of a Ship, of about 80 Tuns, built at *Walderwick*, in *Suffolk*, which coſt about 500 *l.* and this was in the year 1651. Afterwards *I* was part owner of another Ship, built at the ſame place, and by the ſame Builders, and this about 10 Tuns more; this laſt Veſſel coſt near 700 *l.* and the reaſon was, the dearneſs of Cordage and Sails, and this was in 1655. So that (as I then computed it) this laſt Ship, in proportion to the other, was dearer near $\frac{1}{6}$ *viz.* One Hundred Pounds in 600 *l.* This dearneſs of Cordage and Sails, reſolves into all the Foreign Trades of the Nation by Navigation; ſo that poor People who labour to ſupport this Navigation, muſt by their Labours overcome the dearneſs, or if they cannot, the Nation muſt loſe the Benefit of the poor Peoples Labour, and Foreign Trade, and give the Navigation, as well as Trade, to other Nations, who otherways Trade upon equal Terms, and are not ſubject to ſuch dearneſs as Navigation.

And ſure now it is not then time the Parliament would looſe the Nation from the Fetters, which the Act of Navigation

vigation have put upon it, and permit the *Engliſh* in any Veſſels; and all Nations freely to Import all ſorts of Timber, Maſts, Boards, Pitch, Tar, Rough Hemp and Flax, without paying any Duties, for the Duties for Rough Hemp and Flax, Pitch and Tarr, did not in 1667. *Communibus Annis*, for 7 years before, amount to 1600 *l. per Annum*; this I know, becauſe then we ſearched the Cuſtom-Books; and the Duties for Foreign Timber and Maſts, are Farmed by my *L. Y.* and others, whereby little benefit comes to the King or Kingdom; and this Farm has now continued above 23 years; and I do believe this Farm was one reaſon we could not prevail in the year, 1667. to Repeal the Act of Navigation, for the free Importation of the Growths of *Norway*, *Leifland* and *Pruſſia*.

By this free Importation, the Nation need not be at ¼ part of the wild and vaſt Foreign Expence of our Money; we might imploy all ſorts of ſturdy idle People, in bunching Hemp, and making Cordage, and many Thouſands of Women and Children in Spinning Lint and Yarn, for Cordage, Sails and Nets, for the Navigation of the Nation, and Fiſhing Trade; the King might fill his Stores, for the Navy Royal, cheaper than now, and by the Labour of his own Subjects, and not be depending upon other Nations for theſe, in time of War: And if we ſhould give Encouragement to Foreign Builders and Carpenters, we might build and fit up Veſſels for the Fiſhing-Trade, and

other Trades of the Nation, as cheap and convenient, as the *Dutch*, or any other Nations, and, all this while, imploy the Ships imployed to *Norway*, *Leifland*, and *Prussia*, as well in the *New-Castle*, as these Trades.

CHAP. IV.

How the Act of Navigation stands, in Reference to the Fishing Trade.

IF we look upon the opposite Coasts, upon the Eastern of *Great Britain*, from *Calais* to *North Brunton*, in *Norway* (which I take to be 800 *English* Miles) you will find the Towns upon it, to be the most flourishing of all those Kingdoms and Countries; whereas all the Coast Towns of the Eastern Ports of *England* (which should be the Strength and Ornament of an Island, except *Great Yarmouth* and *Keistoff*, which by a peculiar Prerogative to Cure Red-Herrings, which must be done when soon caught, and so cannot by the *Dutch*, who lie Fishing for them a Month, or more, upon our Coast before they return) from *Dover* to *Berwick*, perish and decay, almost to Desolation; yet the Fishing Trade, upon the Coasts of *England* and *Scotland*, is the Original of the *Dutch* Riches and Power.

I cannot lay this languiſhing and periſhing State of the Eaſtern Coaſt of *England*, wholly to the Act of Navigation, but in a great Meaſure to the *New-Caſtle* Trade; for I have heard my Father often ſay, That he did know the Towns of *Walderſwick*, *Southold*, *Dunwich*, and *Alborough*, well inhabited; many Men of good Subſtance living in them, and all ſorts of People imployed in curing Fiſh caught upon the Coaſt, and in making Cordage, Nets and Sails, for this Fiſhery, before the *New-Caſtle* Trade became ſo much in requeſt.

This Fiſhery was managed in ſmall Veſſels, it may be, of 25 or 30 Tuns, which every Tide could go out, and come into thoſe Ports. But in the beginning of the *New-Caſtle* Trade, the Owners of the Veſſels found more profitable Returns might be made in the *New-Caſtle* Trade, then could be made by theſe poor People in their Fiſhery; and the bigger the *New-Caſtle* Veſſels were, the more profitable returns they made; ſo that they built bigger Veſſels for the *New-Caſtle* Trade than the Harbours, where this Fiſhery generally was managed, could receive.

The Owners and Builders of theſe Ships, did mind their preſent profit, but did not duly conſider that the *New-Caſtle* Trade, was Foreign to this of the Fiſhery; and in it were only imployed the luſty and able young Men, and that only in the Summer, without any regard of Old Men, Women and Children, who were imployed in the Fiſhery

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all the Year; and from hence became the decay of the Towns upon the Eaſtern Coaſt of *England*, for want of Employment of the Inhabitants.

But tho the Act of Navigation did not cauſe this, yet (I ſay) it will be impoſſible to relieve it, ſo long as the Act of Navigation ſtands in force, or hope to enlarge our other Fiſhing Trades, beſides Red Herrings, beyond a bare Conſumption of the Fiſh caught among our ſelves; and this too, the Country Gentlemen will think Miſchievous, now we have ſuch plenty of Fleſh and Corn; for the Fiſh in the Sea, coſt nothing but the getting and curing; ſo that they who can get them cheapeſt, and beſt Cure them, are ſure of a Market, againſt all others, who get them dearer, and cure them worſe; ſo that the Act of Navigation obliging the *Engliſh* to Fiſh in ſo much dearer Ships, than the *Dutch*, & theſe Sailed by ⅓ more *Engliſh*, when we have few upon the Coaſt; and theſe know not how to cure a Pickled Herring, Cod-Fiſh, or Ling, and are ſo wiſe as to refuſe to be inſtructed; ſo that if any goes about it, inſtead of thanks, he ſhall tell him he goes about to take away his Bread out of his Mouth; it will be impoſſible for the *Engliſh* to ſell, in any Foreign Market, the Fiſh caught upon our Coaſt, ſo cheap and well cured, as the *Dutch*.

The *Engliſh*, upon the Eaſtern Coaſt of *England*, having loſt the Fiſhery upon their own Coaſts, with the Imployment of their People in it; the People of *Norfolk* and *Suffolk*,

Suffolk (I know but little of the Coaſt Towns of the other parts of *England*) ſet up for a Foreign Trade of Fiſhery upon the Coaſts of *Iſland* and *Weſtmony*, for Haberdine, Ling, and But-fins (Harbendine was Cod-fiſh bigger than poor Jack, and opened and ſalted at *Iſland*, and dried upon the Stones on the Sea-ſhore, when they returned, and ſo they cured the Ling, caught chiefly upon the Coaſt of *Weſtmony*; the But-fins they brought home, pickled up in dirty *French* Salt, as their Ling and Cod was; but the Fins were not dried upon the Stones) the Town of *Alborough*, before the Act of Navigation, imployed (as I remember) 35 Sail, in theſe Trades, they called them *Iſland*, *Barks*, *Southold*, 15: And the Towns of *Great Yarmouth*, *Wells* and *Lynn*, had much greater Trades in this Fiſhery, as I have been informed, but how much I cannot tell.

Before the Act of Navigation (I mean in 1652.) the *Engliſh* (as the Traders told me) did only Trade in this Fiſhery; But after the Act, the *Dutch* became Competitors with them in it; and now, I think, there are not two Barks left in theſe Trades at *Alborough* and *Southold* (the Burgeſſes for *Alborough* and *Dunwich* can inform themſelves whether this be true or not) and I have heard ſome Merchants in *Yarmouth*, *Wells* and *Lyn*, complain that theſe Trades, are much decayed (but how much *I* do not

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remember; but the Burgeſſes of *Yarmouth* and *Lyn*, if they pleaſe, may inform themſelves herein.

I cannot ſay the Act of Navigation, was the only cauſe of the loſs and decay of theſe Trades to the *Engliſh*, but I do ſay, the Act of Navigation was a cauſe of it; for obliging the *Engliſh* to Fiſh in as dear built Ships as in their Trades to *Norway*, *Leifland*, and *Pruſſia*; and the Act having to this raiſed the Prizes of Cordage, Sails and Nets, and that by a Foreign Expence; and the Act permitting the *Dutch* to import theſe, paying double Strangers Duties, which is not half ſo much, as the dearneſs, the poor *Engliſh* are impoſed upon in their Navigation in this Fiſhery, I have been told before the Act of Navigation, the Inhabitants of *Great Yarmouth* made Cordage, Nets and Sails for all their Trades, and Nets for their Fiſhery, the Burgeſſes may inform themſelves of the truth of this; and whether now they make any of all.

The poor *Engliſh* thus wormed out of theſe Trades, ſet up for another to the North of *Scotland*, for Mud-fiſh; and well they may call them ſo, which is Cod-Fiſh in pickle of Salt, and not dried upon the Stones. The Act of Navigation is dearly in love with *Engliſh*-built Ships, and Sailed by ¾ *Engliſh*, tho they be a company of Logger-heads, and ſcorn to be taught better; for the *Engliſh* Pickle up their Cod in *French* Salt; now Salt is as white as Snow, and all which is not, is Dirt, its called Bittern, which

which is of a Poyſonous Quality, and will corrode Iron; of all Salts, the *French* abound moſt herein. This Salt ſtains all the Cod-fiſh, Herring and Pilchards, which are cured with it, ſo as you may eaſily know by the Complexion, which is a *Dutch* pickled Cod, and Herring, and which an *Engliſh*; the *Dutch* as white, in all the Parts to the Bone, as when firſt caught; the *Engliſh* yellow (ſtained by the *French* Salt, and black and burnt at the Bone;) ſo that you may buy of our Fiſh-Mongers, here at *London*, a Cod, *Engliſh* cured, for two Shillings, which you ſhall pay half a Crown for of the *Dutch*, tho of like goodneſs, when firſt caught, and yet not one half-penny worth of Salt, uſed in either; and 4 *Engliſh* Pickle-Herrings for 1 Penny, when you ſhall pay 3 Pence for 1 *Dutch*; ſo you may of Pilchards, tho a Pilchard, in its Nature, is a better Fiſh than an Herring; and at theſe Odds, the Act of Navigation permits the *Dutch* to import Pickle Codd and Herring, paying double Strangers Duties; ſo as the Poor (yet wiſe *Engliſh* in their own conceit) have very little Joy of this Fiſhery, and inſtead of being inſtructed herein; the *Engliſh* which I have converſed with, ſay it cannot be done, becauſe they have tried to cure Fiſh with *New-caſtle* Salt, which is under-ſized, and to faint to cure Fiſh; but I'm ſure this does not hold now we ſize Salt to any degree, at *Maldon*, *Linnighton*, and other Places, which will cure Fiſh better than any refined *Dutch* Salt, and may be refi-

ned much cheaper by us than the *Dutch* can; Poor Mr. *Alcorn* (who was one of the firſt Projectors in making this Salt, and I hear, is undone by it) ſent me Herring and Cod-fiſh, cured with this Salt, and both were as white to the Bone, as when firſt taken out of the Sea, yet the Cod was cured whole, only gypt, or the Guts taken out of it; and this Kindneſs was becauſe I endeavoured (tho in vain) to repreſent to the Parliament, the Benefits which might accrue to the Nation, by encouraging the making this Salt, and the Miſchiefs cauſed by uſing *French* Salt.

The *Dutch* well knowing the Fiſhery upon the Coaſts of *England* and *Scotland* is more beneficial to them, then the Treaſure of the *Weſt-Indies* is to the King of *Spain*, and deſigning to improve the benefit of it, did put out a Placart, in the year 1632. which I have ſeen in Print, wherein they prohibited the uſe of *French* Salt in all their Fiſheries, and did Ordain, That all Salt uſed in their Fiſheries ſhould be three-fold reviſed in ſeveral Offices, upon penalty of Confiſcation of the Fiſh and Salt.

And now give me leave a little to digreſs from the Fiſhery and ſay, that the uſe of the *French* Salt, in Victualling our Ships, either in powdring Beef, or Salt Fiſh, is the cauſe the *Engliſh* are more ſubject to the Scurvey, and other Diſeaſes than the *Dutch*, or any other

other Nation; for Salt naturally, in all Salted Meats, ſucks out the Juices of the Lean of them, which Nature deſigned for Nouriſhment, and infuſes ſo much of its own Body (when melted) in its place; ſo as the Lean of Fleſh, and the whole ſubſtance of Fiſh (after long Salting) ſhall have none of their Native Juices left; and theſe ſhall be ſupplied by the Salt in which they were pickled. So that, if they be watred till all the Salt be out, they become inſipid, and do not nouriſh; and if any Salt be left, this is ſo fixed in them, that Nature with more difficulty ſevers the Juices for Nouriſhment, and therefore, after eating Salted Meats, Men become dry, and drink more, that the Juices may be ſevered and become Nouriſhment; theſe Drinks at Sea (eſpecially in long Voyages) become ſoure and ſtale; ſo that inſtead of Nouriſhment by ſweet Juices, here is Salt upon ſtale and ſoure in greater abundance than Nature can convert to Nouriſhment. But above all other Salts, the Pickling Meats or Fiſh with *French* Salt, is moſt dangerous; for abounding with this Coroding and Poyſonous Bittern, this as well as the Salt is diffuſed into all the Parts of the Victual which is Salted with it.

And I wiſh that this were duly conſidered, ſo as the uſe of Salted Beef and Fiſh, eſpecially by *French* Salt, were leſs in uſe either in our Navigation, or the King's Navy Royal; there is not the ſame reaſon for pickled fat Pork, for ſalting rather ſeaſons than hurts it: And that inſtead of theſe, Butter and Cheeſe, Rice, Stock-fiſh, Pork and Peaſe, Butter'd-Wheat, Puddings and Dumplins, and ſuch Food as were not, or leſs Salt, were more in uſe for Food at Sea.

Suppoſe ſome Honeſt-meaning *Engliſh* Maſter of a Ship, ſhould be deſirous to learn of Foreigners how to pickle Cod-Fiſh and Herring, as well as the *Dutch*, and take half a dozen not *Engliſh*, to learn, ſo as the Crew be not *Engliſh*, this is Confiſcation of Ship, Goods, Guns, Tackle, Apparrel, and Ammunition, by the Act of Navigation, if ever he returns into *England*, *Wales*, *Guernſey*, *Jerſey*, or Town of *Berwick* upon *Tweed*.

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The *Engliſh* (which I think was about the 12th Year of King *James the Firſt*) were the firſt Finders of the *Groenland* Fiſhery for Whales, and continued it till the Act of Navigation in 1652. How much, and what Shipping were imployed in it, I cannot tell; but this may be inquired into by the Cuſtom-Books: I believe this Fiſhery is now wholly loſt to the *Engliſh*, and that neceſſarily by the Act of Navigation: For the Act obliging the *Engliſh* to Trade in ſo much dearer Veſſels than the *Dutch* and *Hamburgers* (who I think have ſolely engroſſed this Trade) which is encreaſed by the Dearneſs of fitting up the *Engliſh* Veſſels, and the Act permitting the *Dutch* and *Hamburger* to import Blubber and Whale-Finn, paying double Strangers Dutys, which being much leſs than the Charge of the *Engliſh* Navigation, it is impoſſible for the *Engliſh* to continue this Trade without loſs, and being undone by it.

To this Deplorable State is this poor Nation fallen, principally cauſed by this Act, nor is it poſſible to retrieve it into a better State without repealing it; and that with the Addition of the Freedom of Foreigners to Inhabit and ſet up the Fiſhing Trade in all the Ports of *England*, and to permit the return of the Fiſhery to be as free, as if they were into *Holland* and *Hamburg*, and this could be no Deminution to the King's Revenue, for as the Caſe ſtands now, he has none; yet would increaſe it ſo much more by Exciſe, as theſe Foreigners ſhould be more, and alſo the value of the Lands of *England*, by how much more the Markets, for the product of their Tenants Labours, ſhall be increaſed by their Eating, Drinking, and Clothing themſelves and Families.

We have great reaſon to thank God, that ſince Queen *Elizabeth* we have now a King who makes the Honour, Welfare, and Intereſt of the Nation his Royal Care, and daily buſineſs: And if the Parliament (though in this great Exigence) would give the King 20000 *l. per Annum*, for Seven Years, to pay Foreigners the value of ſuch Ships as they ſhall bring into any of the Ports of *England*, and ſet up a Fiſhing Trade; provided this Money be laid

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out in buying Land and Houſes for their Families, and to continue no longer than they and their Deſcendents ſhould continue in it: By this means we ſhould be at no Foreign Expence in buying Ships; we ſhould gain new Veſſels, and continue the Money and Land, which we had before; theſe Foreigners would inſtruct our Youth how to take and cure Fiſh, as well as other Nations: And ſure an happy opportunity invites this: For if it pleaſes God to bleſs His Majeſties Arms ſo as to beat the *French* out of their Newfound-Land Fiſhery (which is the Foundation of the *French* Navigation and Power by Sea, and here the *French* began the War) ſo as the *French* who Traded there, can find no Implopment from the *French* Ports, I believe an Additional Riches by new buying their Veſſels, and an Imployment in this Trade from the Ports of *England*, would invite many of them to Fiſh from our Ports, rather than to be undone by continuing in the *French*. And I hope the Diverſity of Religion ſhall not freight us from the Improvement of the Nation, for theſe Men have no Intereſt in the Nation, Friends, and Acquaintance, remov'd from their Imployments: nor many of them ſpeak the *Engliſh* Tongue; but the Intereſt of the Nation, will become theirs, and ſo their Intereſt to ſupport it. The Clergy have theſe Men and their Poſterity in their Power, if they will make it their buſineſs to inſtruct them in the Religion of the Church, whilſt theſe Men are labouring to improve their Livings.

CHAP.

CHAP. V.

How the Act of Navigation ſtands, in reference to the Safety of the Nation, againſt Foreign Ones.

I Do premiſe, or take it for granted, that the Safety of the Nation is beſt ſecured againſt Foreign Powers by a Navy Royal, ſuperiour in ſtrength to all thoſe of our Neighbour-Princes and States; and that our *Engliſh* Oak, though not ſo convenient for Building Merchants Ships in many Trades, yet build ſtronger and better Men of War than that of any other place, and therefore ſo much more as our *Engliſh* Oak ſhall be wanted for Building Men of War, ſo much will the Safety of the Nation be in danger againſt Foreign Powers.

Though Queen *Elizabeth* took Princely Care to preſerve the Oaken Timber in *New-Forreſt*, and the *Forreſt of Dean*, which ſhe called the Nurſeries of her Navy Royal, yet the VViſdom of our Anceſtors, finding the great decay and danger of it, by the Act of the 35. of *Eliz.* Cap. 11. and other Laws, provided againſt them. But now by the Improvidence of the four laſt Reigns, the Oak Timber in both the Foreſts, and the Act of Navigation obliging the *Engliſh* to Trade in *Engliſh* built Ships, have ſo conſumed the Oaken Timber of *England*, that in *Suffolk*, (where I think the beſt Oaken Timber of *England* grows) to my knowledge in convenient diſtances for Building Ships, not ½ is now left which was before the Act of Navigation.

About

About Fifteen Years ſince, I was at *Briſtol*, near which Captain *Bayly* was Building the *Oxford* Frigot, I then went to ſee it, and there found the Captain; In Diſcourſe, I told him the want of Timber in *Suffolk*, but hoped he found none in Building this Frigot (which I think was but a Fourth Rate) He told me the ſcarcity of Timber in the Weſtern Parts of *England*, was much more than in the Eaſtern; and that he was forced to get Timber for Building this Frigot from beyond *Worceſter*, which was above Fifty Miles off, and the Foreſt of *Dean* between.

I ſay therefore ſo much more as the Act of Navigation obliges the *Engliſh* to Navigate in *Engliſh* built Ships: So much more does it indanger the Safety of the Nation againſt Foreign Powers; and ſure the Nation by this Law is reduced to a pitiful plight, that the encreaſing the Navigation of the Nation, ſhould be the indangering the Safety of it.

In 1648. Sir *William Batten* carried Eleven of our *Engliſh* Men of War, to the then Prince after King *Charles* the Second. The War with the *Dutch*, by the Rump, was but three years after, and in this War the Act of Navigation was born, yet with the reſidue of the Fleet, the Rump had ruined the *Dutch*, if *Oliver* had not beaten up their Quarters; I think it is not ſo with us now, nor did we find it ſo in 1672, when the *French* Joyned with us againſt the *Dutch*, and that we may thank the Act of Navigation for.

EPILOGUE,

In theſe Chapters we have taken Notice only of the Act of Navigation, as it ſtands in reference to ſome Trades; we will now a little conſider it, as it is coupled with the Law againſt Naturalizing Foreigners, or permitting Foreigners to enjoy the benefits of the Natives of England.

AS the Act of Navigation does not regard War or Peace, nor reſtraint of Ships and Mariners, nor the Imployment of many Hundred Thouſand People, whoſe Labours cannot ſupport the dearneſs of Navigation, impoſed by the Act in Foreign Trades; and alſo endangers the ſafety of the Nation againſt Foreign Powers; ſo the Law againſt Naturalizing Foreigners does not regard a ſupply of Men for the Multitudes of People, which our Plantations have drained this Nation; but I, above all, dread the Conſequences of this Law, in re-peopling *Ireland*, if it pleaſe God to reduce it again to the Subjection of *England*: By this Law we as much enfeeble our ſelves, and indanger the ſafety of the Nation againſt Foreign Powers with in, as the Act of Navigation does without. And as the Act of Navigation denies ſo many Thouſands of Peo-

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ple the benefit of their Labours, ſo this Law forbids thoſe who would inſtruct our People how to Labour.

I know but of Four Times the Natives of *England* have reaped the Benefits which this Law would have debarr'd them; The Firſt was by that Noble Prince, *Edw.* 3. who having married the Earl of *Hennault's* Daughter, and thereby contracted a Love to thoſe People, invited the People of thoſe Countries to make Woollen Clothes in *England*, and he would be their ſecurity againſt this Law: So much did this Noble Prince prefer the good and well-fare of his Subjects, before his own, for he was a loſer by it in his Cuſtoms of the Export of Wooll; the other Three were meer Accidents, and cauſed by the Tiranny and Oppreſſion of other Princes. We acquired the benefit of the Woolleu Manufactures, at *Norwich*, *Colcheſter*, and *Canterbury*, and Silk-Throwing in *London*, and *Canterbury*, by *Alva's* Rage, and Perſecuting the *Flemmens*, in *Philip* the Second's Reign: That of Making and Dying Fine Clothes, by *Brewer*, and about Fifty more, about Fifteen Years ſince, when the *French* King made ſuch a Ravage into the *Spaniſh Netherlands*; and this of Silk-weaving by this now *French* King's Reformation by Dragoons; and what a Condition would this Nation be, if the People were not imployed in theſe Manufactures? But as the Act of Navigation is dearly in Love with *Engliſh* Sea-men, ſo is this Law with *Engliſh*-men, whether they be good for any thing or not.

As this Law denies the Natives of *England* the Benefit of being inſtructed by Foreigners: So the Act of Navigation only permits them to be imployed in any Manufactures, wherein they have need of Foreign Commodities, if they be not of the Growth or Manufactures of the Place, but only in *Engliſh*-built Ships, and Sailed by ¾ *Engliſh*, whereby they intitle the

Engliſh Merchants to a Monopoly of impoſing what Rates they pleaſe, upon ſuch Commodities; ſo that if another Nation may have them cheaper, we loſe not only the imployment of our Natives herein; bnt give it, and the Navigation which may ariſe by it, to other Narions. So that if the Merchants, by the Power given by the Act of Navigation, will make the poor *Engliſh* pay double or treble more for worſe Dying Stuffs, than the *Dutch* or other Nations; all the Nation at Home, will pay dearer for worſe Dyed Cloaths, and we give their Foreign Vent and Navigation to other Nations.

A Merchant indangers the loſs of his preſent Fortune, by endeavouring to encreaſe it, or gain another by Foreign Trade; whereas the permitting Foreigners to purchaſe Eſtates in *England*, which this Law denies them, by giving them the King; the Nation, without any danger, might gain more in one Year, than all the Merchants of *England* ſhall in all their Lives; for we have the Houſes and Lands ſtill, and the Purchaſe Money added to them, which we had not before; and the King's Revenue, by Exciſe, and the value of the other Lands of *England* improved by it, not only by the Addition of the Purchaſe-Money, but by the Conſumption of the product of Tenants Labours, and of other Men, by theſe Foreigners and their Families.

Ambitious Princes and States, are at vaſt expence, and endangering their own Eſtates, endeavour by War, and making other Men Miſerable, and Devaſtation of Countries to enlarge their Dominion, over other Men: But this Law denies us the benefit of conquering without a War, or endangering our Dominion; and not by making other Men Miſerable, but encreaſing their Benefits, as well as our own; and what is it to the King, or our Country, whether a Woman be got with Child,

Child, or a Man were Born, on this or that ſide of the Water; *Xenophon*, in *Cyropoedia*, ſays, That the Goodneſs and Juſtice of *Cyrus*'s Government, induced many Nations to ſubmit to it, which this Law would have denied him.

The great oppoſers of theſe Benefits, are a little ſort of Men, who ſay, The permitting Foreigners to Inhabit here will indanger the Church: I wonder by what Figure in *Sillogiſari* it will follow, That the Encreaſing the Value of their Livings, will endanger the Church; or that becauſe our Saviour ſent out his Diſciples to Preach the Goſpel to all Nations, tho to the danger of their Lives; and this againſt all Temporal Laws, therefore theſe good Men, and their Church, are in danger, tho ſecured by Laws; if other Nations offer themſelves to be converted by them, if they pleaſe to make it their Buſineſs. I think it were better Logick to infer, That becauſe the Church being in the Kingdom, and not the Kingdom in the Church; therefore, if the Kingdom ſhall fall, the Church cannot ſtand. But who can expect better from theſe Men, whoſe Pedantick breeding puffs them up into a vain conceit of their Learning, when they never Learned ſo far as to underſtand that of all Men they were the moſt Unlearned, and Unfit for State Affairs, or any other Buſineſs or Converſation? So that if they were not maintained by the Labour and Sweat of other Men, as the Ships impoſed upon the Nation by the Act of Navigation, they could not tell where otherways to earn their bread? And I challenge them, by all their Learning, to ſhew in any one Inſtance, wherein Queen *Elizabeths* entertaining the *Walloons*, King *Charles* the Second, *Brewer*, and his Followers, tho all Papiſts, and their now Majeſties, the Exil'd *French*, has in the leaſt contributed to the endangering the Church.

This

This Law has given the Nation the Rickets; the Head too big and over-grown, and the Body too lean and ſtarving; ſo that *London* can ſet the Price of all the Labours of the poor People of the Nation. All that's good muſt be offered up here, and this is like the Foot-ſteps to Hell, none back again, whatſoever the Free-men pleaſe to give, you muſt take; there's no going back. It matters not what Contracts Landlords make with their Tenants: If (my Lords) the Brewers will give Tenants no more than will pay them for their Labours, without any regard of Rents for their Lands, they muſt take it: And though Brewers buy Malt, and Hops, for half the price, yet poor People ſhall reap no benefit by it, their Drink ſhall neither be more nor better: But if in this Exigence, when Lands are of little or no value, yet if the Parliament raiſes the Exciſe of Beer, or Ale, theſe Good Men grumble grievouſly, that by their Honeſt Labours they cannot buy the Barly Lands of *Engliſh* in four Years, which otherways, they might do in two, and ſhall find means to illude the end deſigned by it. *Ex vonge Leonem*, by this you may judge of the reſt.

The few Trades, which by the injury of theſe Laws are left, are managed Diametrically contrary to the intereſt of the Nation both at home and abroad: For how many thouſand Retail Traders are bound Prentice to it here in *England*, in *London* are whole Streets of them: Whereas I am told, and believe none of theſe are permitted in *Holland*, but ſuch as by Misfortune are reduced to Poverty: Theſe Men only labour with their Elbows, leaning upon their Shopboards and Windows; and theſe have their Prerogative of being Freemen, and by the 5*th*. of *Elizabeth*, *Chap*. IV. none but theſe muſt Trade therein: (I wiſh the Law

Law were repealed) ſo that it ſeems, the reſt of the Nation are their Slaves, and ſo they uſe them: For they ſet what price they pleaſe upon the Labours of Poor Artificers, (who are the Soul of all Trades) and impoſe what Rates they pleaſe, upon the Buyers of them. Theſe are the Traders which more of them would eat the Bread out of the others Mouths; and ſet ſuch Prizes upon the Commodities they ſell, that buying of any one of them, ſomething muſt go towards the enriching of them all.

The Foreign Vent of the Manufactures of the Nation is reſtrained to Companies, all other are called Interlopers; theſe by this Prerogative impoſe what Prizes they pleaſe upon the Labour of Artificers, beyond which none ſhall ſubſiſt by their Labours, and theſe poor enough: And yet theſe Merchants ſhall be reſtrained to *Engliſh*-built Ships, by the Act of Navigation, and Sailed by *Engliſh*, and the Returns of theſe ſhall pay Twenty-fold more Duties, than if they were imported into *Holland* or *Hamburg*; ſo that where the Returns are not in Money or *Bulloin*, it will be impoſſible to enlarge the Foreign Trades of the Nation, beyond the Conſumption of the Returns; and the *Engliſh* Merchant having the Monopoly in ſelling them, you ſhall be ſure to pay dear enough, without enriching the Whole-ſale Man, and Retailer.

The *Dutch*, and *Hamburger*, &c. by the Act of Navigation, may buy the Product of our Manufactures, paying Strangers Duties, and is not at ½ Charge of Navigation, as the *Engliſh* are, and may Import the Returns of theſe for ½ of the Duties the *Engliſh* ſhall: I will be judg'd by Sir *Joſeph Hern*, and Mr. *Hubland*, whether the *Dutch* may not vent our Manufactures to *Italy*, *Spain*, and *Turkey*, and much more in the *Eaſt* and *Weſt-Indies*, cheaper than the *Engliſh*; and by their Returns

turns encreaſe a greater Navigation than the *Engliſh* can, notwithſtanding the Title of the Act of Navigation.

Whereas the Importation of Wines, *&c.* whereby we debauch and Impoveriſh our ſelves, is freely imported by the *Engliſh* out of Companies, before the Year 1639. the Trade to the *Canary*'s was by a Company, and theſe were bound to ſet Prizes, and the Spaniards were to take our Manufactures in return for their Wines, and then we bought them in *London* for Twelve Pence a Quart, and for Fourteen in the Countrey: After 1640. the Mode then was drinking Canary; the *Engliſh* Traded to the *Canary's* at large, and for ready Money, and for 12 *d.* we ſince paid 1 *s.* 6 *d.* now 2 *s.* the Quart.

Suppoſe now we ſhould invert the Method of our Trades, and permit the *Engliſh* only to Trade for Wines, Prunes, Figs, Raiſins, Allicants, Currants, and Almonds, *&c.* (whereby we impoveriſh and debauch our ſelves, and conſume them all) in Companies, and theſe reſtrained to certain Prizes, and the Exchange to be of the Product of our Manufactures; and let the Foreign Vent of our Manufactures be free, I ſubmit to Judgment, Whether this would not be the Intereſt of the Nation?

To go on in Particulars, were never to come to an end; I will therefore only add, That by the height of Duties, by Cuſtoms, and charging the whole Cargoe, we neceſſitate the Foreign Trade of the Product of our *Engliſh* Manufactures and Plantations, to be reſtrained to the Returns of what ſhall be conſumed in *England*: Nor will the withdrawing half the Duty give any relief; for this is tenfold more Duties by Cuſtoms, than if they were Imported in *Holland*, *Hamburg*, *Dantzick*, *Gottenburg*, or *Leghorn*, and let any ſhew in any par-

particular, that we ever Exported any Rough Hemp, or Flax, Pitch, Tar, Iron, Steell, Timber, Deal-Boards, or Raff, Wine, Paper, Salt, Linen of any-kind, Prunes, Raisins, Allicants, Currants, Figs, or Almonds, *&c.* Imported into *England*. Sir *Walter Rawleigh* in his little Treatise of the benefit the *Dutch* reap by their Fishery upon the Coasts of *England*, *Scotland*, sets forth how manifoldly the *Dutch* Revenue by their greatness of Trade, and smalness of Customs, is more than the King's Revenue in *England* by the greatness of Customs, and smalness of Trade.

CONCLUSION.

BUT to whom should I, or any other complain? For a Parliament is the most unfit to give relief herein of all other; not only as they Meet, and Sit by Fits and Jumps, at the Pleasure of the Prince, but in their Constitution; for they are Compounded of the Nobility and Gentry, whose interest it is to have the Trades of the Nation enlarged, and thereby the value of their Lands, and the Importation of *Bullion* increased; for we have none but by Trade; but these understand not Trade; and the Merchants, who understand Trade, and also, that it is their Interest to continue the Trade of the Nation as it now stands; for by the Act of Navigation, they have a Monopoly of all the Foreign Vent of the Manufactures of the Nation, and Product of our Plantations, at what Prizes they please, and of the Returns of these added to the Foreign Vent.

The Nation has reason to complain, it was the Parliament who made the Act of Navigation: It was the Parliament that makes it Felony to Export Wool out of *England*, though the poor Tenant and his Family be undone, if he do it not; and never inquire into the Causes from whence Foreigners work it better and cheaper than the *English*, and untruly lay it to the poor *English*'s Charge, that Foreigners work cheaper than they, which no sort of poor People labour so much (and for so little Profit) as Spinsters, Combers, and Weavers, *&c.* do in our Woollen Manufactures: It is the Parliament, that by the Act against Importation of *Irish* Cattle, have put the *Irish* upon breeding Sheep, (whose Wooll is generally better than the *English*) and thereby Intitle the *Irish* to Vent forty-fold more Wooll where it is wrought, than out of *England* where it is wrought. It is the Parliament, that by this Law hath taken away the Imployment of many Thousand People, who got their Livelihood by making Hats, Shoos, Stockens, Caps, and other Manufactures, which the *Irish* took in Exchange for their Cattle, and yet made no Provision for the poor People who were undone hereby; nor to Tenants who exchanged Hops for *Irish* Cattle: It allowed the King nothing for his Customs, but lost hereby 30000 *l. per Annum*; nor considers the Navigation lost by Importing *Irish* Cattle; nor the Owners of the Vessels, which Imported them, who were undone hereby, their Vessels being fit for no other use. It is this Law which has denied the benefit the Nation gained by Fatting these Cattle, and also of the Manufactures of their Hides and Tallow; and tho' the end designed by this Law was to give the *Northern* and *Western* Men a Monopoly to sell their Lean Cattle at what Prizes they please to the *Eastern* and *Southern*; yet it is the Parliament which in the now Land Tax, charges the *Eastern* and *Southeen* four-fold more in proportion than the *Northern* and *Western*.

Weſtern. It is the Parliament which by this Law has put *Ireland* into an Hoſtile State with *England*, and made it the *Iriſh* Intereſt to joyn with *France* and other Nations, with whom they Trade againſt the *Engliſh*, who by this Law will not Trade with them: It is the Parliament which ſets double Cuſtoms upon *Spaniſh* Wines, and but half Cuſtoms upon *French* Wines, though we gain by the *Spaniſh* Trade, and looſe by the *French:* It is the Parliament which gives Liberty to Export unwrought Sugars, and Dying Stuffs, with-drawing half the Duties, ſo that by this means Foreigners may refine Sugars, and Dye Cloths cheaper than the *Engliſh*; and that Foreign Sugar-Bakers, and Refiners of Sugar ſhall be ſure of all Foreign Trade hereby, in the now Book of Rates they charge the Foreign Vent of Refined Sugars, higher than unwrought Sugars. It is the Parliament which has made ſo many ſtabbing Prohibitions upon the Import of ſo many Commodities into *England*, becauſe the People of other Nations have more Wit than ours; and thereby have not only Intitled themſelves to pay more for worſe Commodities, but given other Nations the benefit of the Foreign Trade and Navigation acquired by it, but alſo hereby provoked other Nations to prohibit the Import of our Manufactures; and all this without any Conſideration; how the prohibited Commodities might be as well Wrought and Improved here, as elſewhere.

I Appeal therefore to *Cæſar*, that he pleaſes to take the State of the Nation into his Royal Care and Conſideration, How the Poor Artificers of the Nation (not Freemen) may be freed from this worſe than *Egyptian* Bondage to the *Iſraelites*, in making Brick, yet being denied Straw; and to inſpect our Foreign Trades, which are beneficial to the Nation, and which not; thereby to take Meaſures how to enlarge thoſe, and reſtrain,

ſtrain theſe, at leaſt to an exchange of our Commodities for theſe things which we vainly Conſume and Impoveriſh our ſelves by; and to conſider the Act of Navigation (if it be good for any thing) wherein it may be uſeful; and that he will pleaſe to bring in an Act of Parliament for attaining theſe ends, whereby he may make his Reign as Glorious, as his Noble Vertues were Illuſtrious by-acquiring it.

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FINIS.